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**INFORMATION REPORT INFORMATION REPORT**  
**CENTRAL INTELLIGENCE AGENCY**

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S-E-C-R-E-T

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SUBJECT	Port of Poti (5 brief reports Incl. info on port activity, facilities, & radar station.)	DATE DISTR.	19 October 1956
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**ENCLOSURE ATTACHED**  
**PLEASE ROUTE**

SOURCE EVALUATIONS ARE DEFINITIVE APPRAISAL OF CONTENT IS TENTATIVE.

Five brief reports on the port of Poti

These reports concern arrival and departure procedures, Soviet naval vessels in port, and some very general information on port installations.

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This is UNEVALUATED  
Information

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**INFORMATION REPORT INFORMATION REPORT**

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1. Arrival at and Departure from Poti: [ ] ship arrived at Poti [ ] and anchored one and one-half miles off the port. The pilot boarded at the anchorage; he made himself understood in either Turkish or by sign language. [ ] the boats which brought the pilots to the ships or picked them up on departure were motorboats or tugboats and that patrol boats followed ships in and out of the harbor. [ ]
2. Port Installations, Facilities, and Activities: There were steel nets near the end of the "wharf," [ ] with which the entrance to the harbor could be closed when necessary.

At the berth at which [ ] ship moored [ ], the loading was handled by the ship's facilities. Two sets of stevedores were assigned to the ship; their clothes were shabby, and they asked for bread and other food.

On the south side of Middle Mole (#5) there were no cranes. Cement was handled in wheelbarrows. No fire extinguishing facilities were observed on the wharf, but there were facilities through which water could be obtained by contacting the proper authorities. [ ] the grain elevator on Grain Quay (#6) was the only one in the port. South of the Grain Quay there were small repair shops. Six or seven barges which were not used were moored to buoys in the inner portion of South Harbor. [ ] coal and mineral warehouses and eight to ten cranes in the North Harbor [ ] Barges and tugs were used in the port, but vessels were loaded and unloaded at the wharfs. If berths at the wharfs were not available, the vessels waited off the port. [ ] the piers and wharfs of the port could be enlarged by the addition of pontoons. In informant's opinion the observation and signal station for the port is equipped with radar.

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3. Naval Vessels: Five destroyers, two submarines, and two large patrol boats were observed in the eastern portion of Outer Harbor. These vessels were equipped with radar on their masts; the destroyers were operating their aerial radar.
4. Merchant Vessels: Two Soviet ships were in the port. One was discharging wheat and the other cement on the south side of Middle Mole. Large colliers were moored in the Inner Basin.

5. Freedom of Action: [redacted] on this voyage the request to visit the town received a favorable reply and that the treatment was very good. The crew carried their passes with them ashore. The liberty hours were not restricted, but the crew was advised to return to the ship by 2400 hours "for the sake of formalities."

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A sentry armed with a revolver was stationed on the wharf at which [redacted] ship moored.

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6. Observations Ashore: [redacted]

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[redacted] Two bridges were crossed to enter the city. The traffic lights were the same as those in Turkey, but the electric power lines were underground. Soviet manufactures busses and automobiles were observed. Although a large church building was still being used as a movie theatre, a new theatre had also been constructed. There were many restaurants and bars; the latter were particularly numerous. The people seemed inclined to frequent the places of amusement. [redacted] dollars and pounds sterling could be exchanged at the banks.

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1. Arrival at Poti: [redacted] ship arrived at Poti [redacted]  
It entered the harbor at 1130 hours and was moored, between sites #10 and #11 as shown on [redacted] sketch of the harbor, on the north side of Middle Mole (#5). [redacted]  
[redacted]  
2. Naval Vessels, Installations and Activities: As [redacted] ship entered the harbor, a naval base was observed to the east. Seven cruisers and five large destroyers were moored by the stern to the quay. There were military buildings, which informant said were probably barracks, on and along the quay to which the vessels were moored by the stern.

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An old cruiser, an old destroyer, and a patrol boat were moored by the stern at site #4 of the Inner Basin. Between sites #5 and #6 of the Inner Basin, there was a cruiser, a supply ship, and three patrol boats moored to the quay by the stern. On shore between these same sites there was a repair shop for ships and a dock.

On 27 December at 1000 hours, while two hours out from Poti on a course of 265°, a submarine appeared to port [redacted] at a distance of about one mile on a parallel course. The submarine made practice dives at irregular intervals. At the same time a patrol boat followed [redacted] ship at a distance of approximately one mile off to starboard. Two hours later the submarine dived and was lost from sight. At the same time the patrol boat, which had lagged behind, turned back in the direction of Poti.

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3. Port Facilities, Installations and Activities: The length of the north and south sides of North Mole, between sites #10 and #11 and sites #13 and #14 respectively, was approximately 250 meters. The end of mole, site #12, was approximately 50 meters across. On both the north and south sides of the mole, there was a railroad track from the end of the mole extending off to the east. Along each of the railroad tracks, there were two large warehouses more than 100 meters in length. The port directorate building was near the end of the mole; behind it and closer to the northern side of the mole, there was a building for passengers. Near the base of the mole, about 200 meters from

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the Western end, there was a customs house exit door.

Back of the Grain Quay (#6), sites #14 and #15 of [ ] sketch, there was a grain elevator more than 100 meters in length. There was a railroad track which ran in an easterly direction from the quay. To the southeast of the grain elevator there was a factory.

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Ten motor fishing boats, four other fishing boats, and a fixed crane were moored to the North Quay (#3) near site #4 of sketch. In good weather the fishing boats sailed out of the harbor in the morning and returned in the evening; the location at which they discharged their catch of fish was not observed.

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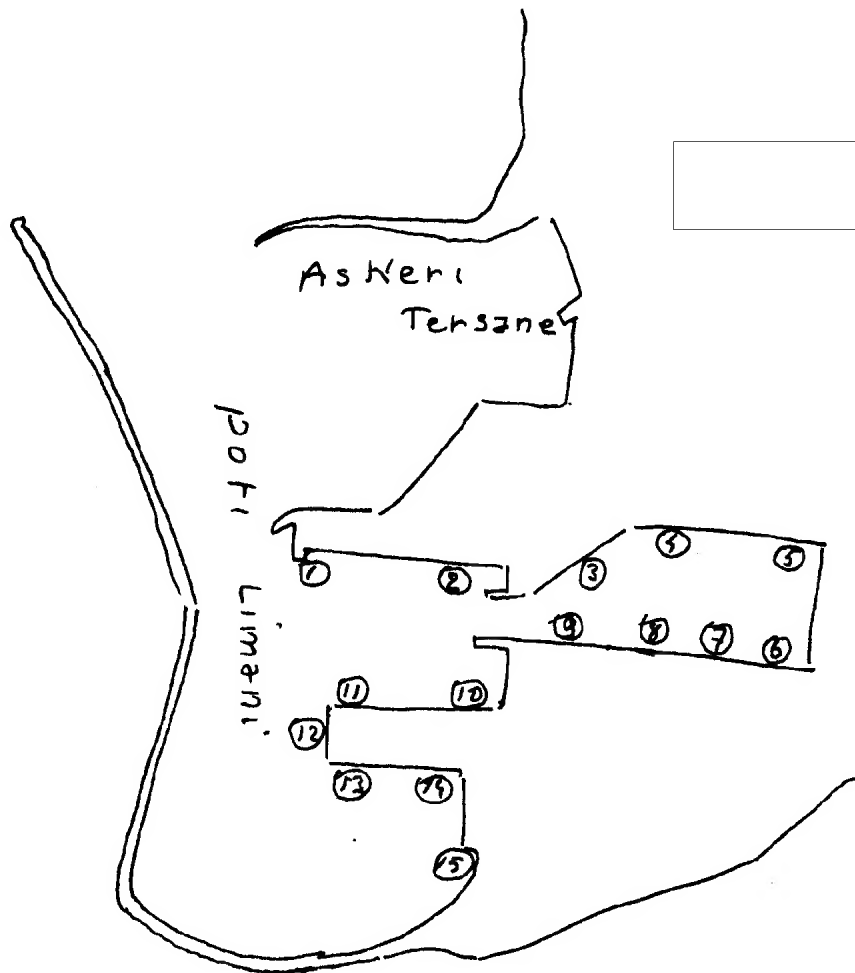
Near the middle of the Northwest Quay (#2) there was a building which [ ] was probably a radio or radar station despite the fact that he saw no radio or radar apparatus. There was a railroad track along the Northwest and North Quays which extended on to the east. Twelve cranes were observed spaced at regular intervals along these quays. Piles of a black mineral were observed on the Northwest Quay and on the western end of the North Quay.

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Along the South Quay (#4) there was a railroad track extending to the east past the dry dock. There were six cranes on this quay and behind them large warehouses. There was an "exit door" on the quay about 40 to 50 meters to the east of site #6 of sketch.

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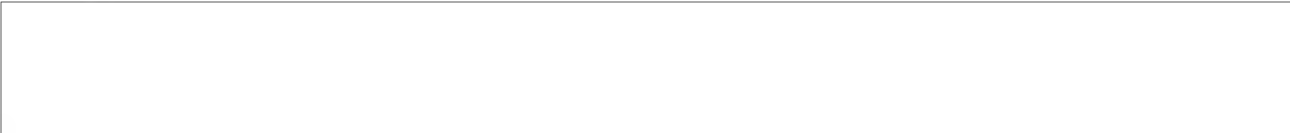
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1. The first contact with the harbor authorities was made in the usual way with radio telegraphy. 25X1
2. The pilot came aboard about 1 nautical mile from the harbor. He came aboard alone. 25X1
3. The inspection commission came after the ship had reached the quay.
4. Before the arrival of the pilot, the ship anchored at 1 indicated on the sketch. After 4 hours' waiting the pilot came and requested that the ship be moved to another anchorage, shown on the sketch as 2, since minesweeping was taking place in the area near 1.
5. A tug was not used on arrival, but a small one was used on departure, however, only out to the moles.
6. There was no special search of the ship on arrival, only a very superficial customs inspection; but it was stressed that all goods that were not declared and had not been cleared would be regarded as smuggled goods.
7. The crew was summoned to a mess for inspection of passports and discharge books, and the whole thing only lasted about 10 minutes.
8. No special circumstances on the inspection of the ship.
9. The ship's radio was sealed up, but binoculars and cameras were not.

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**SECRET**

10. After the visit of the commission, there were no more inspections. There was an armed guard by the gangway, forward, and astern; and furthermore, one guard was placed so he could survey the ship from the side away from the quay. The purpose of the guards was to prevent unwanted Russian persons from coming aboard.
11. The ordinary shore pass was used (2 parts), and they were checked by the guard by the gangway.
12. There was no search of crew members who went ashore during the stay.
13. 
14. All contact with agents and ship chandlers took place through INFLOT. 25X1
15. Local currency has to be used ashore, and it was stated that money could be exchanged in the city's banks and that local currency which was not used could be exchanged back.
16. There were no restrictions for the crew members' and the officers' movements in the harbor area and the city, and they could trade freely in the city's shops.
17. Some crew members wanted to see a football game which was taking place in the city, and since they had not exchanged their money, they were invited as guests.
18. It was permissible to use the ordinary radios aboard for general entertainment.
19. The ship's radar was not sealed, and it was permissible to use it during the stay.
20. The inspection on departure was limited to a count of the crew members.
21. The pilot went with the ship out to about 1 nautical mile from the harbor.
22. The city POTI was not especially destroyed during the war. It was noticed that there were pictures of STALIN all over, and it was told that the population in this city did not approve of the new campaign against Stalin.
23. There were many merchant ships in the harbor. Russian, Yugoslavian, Rumanian, and one German.

2 Encl

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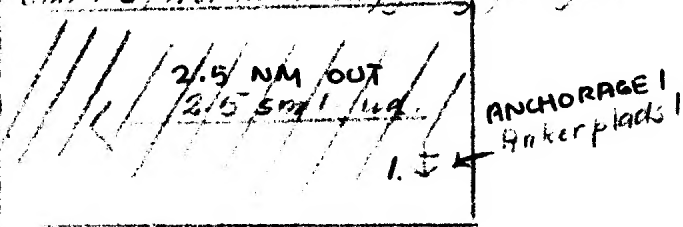
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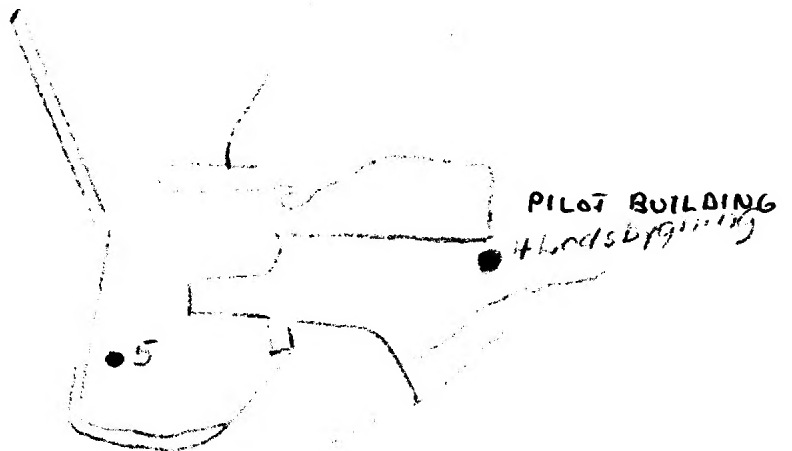
AREA WHERE MINESWEEPING TOOK PLACE

*Omrade hvor minesweeping foretog*



6

42°  
9'



*Kidne* ● 3

POTI

ANCHORAGE 2  
2 ↓ ankerplads

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1. Naval Vessels, etc.

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- a. During the [ ] stay, 2 large naval vessels were anchored in the harbor (at 4 on the sketch). [ ] 25X1  
[ ]. They 25X1  
had one stack and [ ] large destroyers or 25X1  
light cruisers. The vessels remained in the same place in the harbor [ ] 25X1
- b. Minesweeping took place in the area shown on the sketch (6) 25X1  
6 minesweepers sailed line abreast at a quite high speed, 25X1  
towing heavy towing gear. The sweeping took place in an area which extended 2.5 nautical miles out. 25X1
- c. No submarines observed during the stay in Poti. 25X1
- d. No airplanes observed during the stay. 25X1

2. Coast-Watching, etc.

- a. At the entrance to the harbor there was a blocking device consisting of heavy chains hanging in buoys. The fairway of the harbor was not closed during the [ ] stay, but [ ] it was arranged so the blockade could take place fast. The pilot stated that if the harbor were blocked, there would be signals to this effect. 25X1
- b. There was a radar south east of the harbor (no. 3 on sketch). The scanner was of the half-moon type, size like a large navigation radar. 25X1
- c. The position of the pilot building indicated as 4 on the sketch. 25X1

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- 
- d. Apparently no construction work was going on in the harbor, neither on quays or warehouses.

3. Military Information

Life in the city was influenced by the many soldiers who were seen everywhere. Their shoulder insignia was yellow. No women in uniform were seen.

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1 Encl

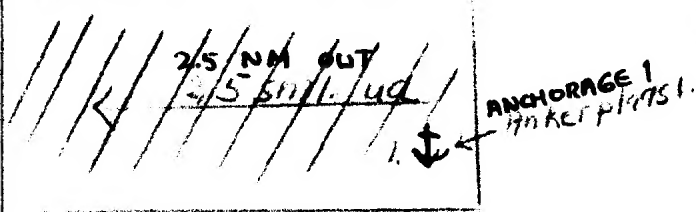
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AREA WHERE MINESWEEPING TOOK PLACE  
*On the line of the straggling foreign R.*



6

-42°  
9°

RAIRO3

POTI

ANCHORAGE 2  
2 anchor pickst.

PILOT BUILDING  
04 LOTS DY...

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**SECRET**U.S.S.R.PORT of POTI

The following general observations were made during a ship's visit to the  
port [REDACTED]

ENTRY

No patrol boats were encountered, and there was no sign of a boom or minefield.

Mine sweeping was carried out daily for six days by two naval minesweepers covering an area of some twenty kilometres to the South West from the port entrance.

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An extension is being made to the Northern MOLE.

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BERTH

[REDACTED] loaded iron ore and was berthed at the NORTH HARBOUR for six days, port facilities were poor.

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From this berth the floating dock positioned in the INNER HARBOUR was seen and considered to have a maximum capacity of about 5,000 tons of shipping.

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An old type M.G.B. was in the dock, but not being worked on at the time. The naval repair yard appeared to have two CORVETTES under construction with conventional hulls, but no superstructure had yet been added.

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No submarines or other naval craft were seen, but source presumed that not far out to sea was a naval firing range, because he frequently heard gunfire from this direction.

Various small radar arrays were seen in and around the port.

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[REDACTED] very few uniforms and [REDACTED] little or no military activity [REDACTED] there was a general air of poverty everywhere. [REDACTED] BATUM was of far more naval importance than POTI.

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